

CLASSIFICATION SECRETCOUNTRY East Germany REPORTTOPIC Cottbus Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED DATE PREPARED 9 December 1954

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REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

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REMARKS

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This is UNEVALUATED Information

1. The following air activity and aircraft were observed at Cottbus airfield between 20 October and 12 November 1954:

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20 October. Beginning at 0800, several Yak-18s made local flights of 6 to 8 minutes duration at an altitude of 300 to 400 meters. The take-offs and landings were made individually and at irregular intervals. Air activity was discontinued between 1300 and 1400 and then continued up to 1700.

21 October. Flying was started at 0700 by 8 Yak-11s which took off individually at intervals of about 1,000 meters. After the take-off, the aircraft made a left bank, climbed to an altitude of 400 to 500 meters and assembled of two or four. The distance between the individual aircraft of a formation was 1 to 2 wing spans. While flying in formation, the aircraft sometimes disappeared from view. After about 15 minutes, 8 aircraft flying in two close-order formations of 4 crossed over the field at an altitude of 700 to 800 meters. While flying over the field, the aircraft turned to the right at an angle of 90 degrees, continued flying in close-order formation of 4, and disappeared from view. After flying time of 30 to 35 minutes, the 8 aircraft individually approached for landing at intervals of about 1,000 meters. It could not be observed when the formation of aircraft dispersed. After an interval of about 30 minutes, 8 aircraft took off in the same manner and made the same formation flight. The procedure was repeated at irregular intervals up to about 1700. In the meantime, individual Yak-11s took off and made local flights of 6 to 8 minutes duration. Air activity was discontinued at 1700.

22 October. Between 0800 and 1600, several Yak-18s practiced flying, mostly local flying at an altitude of 400 to 500 meters. The aircraft remained aloft for 6 to 8 minutes. Some of them assembled in elements of two and practiced formation flying in the vicinity of the field for about 10 minutes. The interval between the two aircraft was about 100 meters. The aircraft landed individually.

23 to 29 October. No air activity was observed. Between 1000 and 1230 on 29 October, the doors of the hangars were open but their interior could not be observed. No aircraft were seen at the field and there was no air activity. No changes were observed on the installations at the field.

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30 October. Between 0800 and 1600, there was no air activity. Between 1100 and 1230, Il-28s continuously crossed over the field. The aircraft individually approached from the south at intervals of 4 to 5 minutes and at an altitude of about 1,000 meters. A **total** of 18 Il-28s were counted.

1 to 5 November. No air activity was observed.

6 November. At about 1300, 8 Yak-11s and 1 biplane were counted in front of the hangars, the doors of which were open. Their interior could not be observed from the distance. No additional aircraft were seen at the field. There was no air activity.

9 November. Between 0800 and 1500, there was intensive air activity by several Yak-11s and Yak-18s which remained aloft for 6 to 7 minutes at an altitude of 400 to 500 meters. The aircraft took off and landed individually and at irregular intervals. After a pause of about 1 hour, air activity was resumed at 1330 and continued until about 1600.

10 November. At about 0800, 4 Yak-11s took off individually and at irregular, climbed to an altitude of 1,000 to 1,200 meters over the field and made aerobatics, including loops, turns and right and left rolls. After a flight time of about 20 minutes, the aircraft landed individually. After about 30 minutes, the aircraft took off and made the same aerobatics. In the meantime some Yak-11s made local individual flights. During the afternoon, the same air activity continued up to about 1700.

11 November. There was little air activity by Yak-11s. At 0800, 4 Yak-11s individually took off at intervals of about 1,000 meters, banked to the left, climbed to an altitude of about 500 meters and assembled in a formation of 4. The distance between the individual aircraft was 1 or 2 wing spans. After a flight time of about 30 minutes, the formation returned from the northern direction, the formation dispersed and the aircraft landed individually. After about 1 hour, the 4 Yak-11s again took off individually, practiced formation flying and landed individually at about 1100. No additional air activity was observed after 1100.

12 November. Between 0800 and 1400, formation flying was practiced by 4 Yak-11s as on the preceding day. Each aircraft took off 4 times and remained aloft for 30 minutes. Air activity was discontinued at 1400. ¹

2. On 30 October, pilots from Cottbus airfield practiced parachuting over Neuhausen airfield. At 1400, a model AN-2 biplane approached from the north and crossed over the field at an altitude of about 800 meters. Approximately over the center of the field, 5 men jumped from the plane in rapid succession. The back-pack parachute opened immediately and the parachutists landed approximately at the northern end of the airfield. The aircraft banked to the left and then approached again while 5 men jumped aft of each other and also landed at the northern edge of the field. The jumps were made from an altitude of 800 meters and took 2 1/2 minutes, as was determined by means of a stopwatch. The back-pack parachutes were white, square and seemed to be larger than the round chutes usually observed. They were fitted in the aircraft by means of a rip cord 4 to 5 meters long. Each parachutist was additionally equipped with a smaller chest pack parachute for additional safety. After the landing, the used parachutes were **gathered** up by the individual jumpers and loaded on a truck. Parachuting was supervised by a Soviet major who wore a VDA uniform ²



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1. Comment. It is believed that Cottbus airfield is still occupied by two battalions of the Cottbus aeroclub. Air activity conducted by the individual training groups indicates that beginners practice on Yak-18s and advanced pilots on Yak-11s.  25X1
2. Comment. Probably routine parachuting by the flying personnel. Chest pack parachutes in addition to back-pack chutes were previously observed on jumpers at Werneuchen airfield.  25X1

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